



NORTHWEST LABOR PRESS

Have A
Happy
Holiday!

VOLUME 116, NUMBER 24

PORTLAND, OREGON

DECEMBER 18, 2015



MORNING ON THE PICKETLINE: Left: Josh Hall, Bill Broughton, and Karl Krupicka greet passersby. Above, Scott Youngberg stands vigil.

Uber wins at City Council

Portland legalizes app-based ride services, but Novick promises right-to-unionize ordinance

By Don McIntosh
Associate editor

In Paris, France, when Uber started operating in violation of the law, police raided its offices and arrested its executives. In Portland, Oregon, when Uber did the same, Mayor Charlie Hales promised to make its operations legal within five months.

Portland City Council had just reformed taxi regulations in 2012 to improve conditions for taxi drivers. But the reform process was dropped when City Commissioner Steve Novick took the reins of the Portland Bureau of Transportation in 2014. Instead, he announced that a top-to-bottom review of taxi regulations would be followed by a new ordinance to allow app-based Transportation Network Companies (TNCs) like Uber and Lyft to operate.

Novick told the Labor Press in November 2014 — before the rewrite began — that he hoped the new regulation would include protections for workers. That didn't happen. Nothing in the ordinance passed Dec. 2 protects workers in the industry.

Instead, the ordinance sweeps away a regulatory structure that was fine-tuned over decades to protect drivers and the public and ensure stability in the taxi industry. Most significantly, the new law gets rid of the caps on the number of for-hire vehicles and the rates they can charge the public. But it also allows more lax vehicle inspections and driver background checks. And it sets up separate and unequal regulations that favor the out-of-town app-based startups over Portland's own taxi companies: TNCs were given substantially lower insurance requirements, and unlike taxis, TNC vehicles don't have to have cameras in

Albany Steelworkers: Locked out, but standing proud

By Don McIntosh
Associate editor

ALBANY, Oregon—Monday, Dec. 7. It's pitch dark at 5:45 in the morning as I pull up across the road from the former Oremet titanium plant — now called ATI Albany Operations. There's a driving wind, and rain is coming down in buckets. But

outside the plant gate, eight men with picket signs walk back and forth in front of a short line of cars and vans.

The signs say "Steelworkers at ATI: Fighting for Good Jobs in our Community." The men are members of United Steelworkers Local 7150. They'd rather be inside, earning \$30 an

hour processing titanium that ends up in jet rotors and other aerospace components. Instead they're out in the cold wet two hours before sunrise, using their bodies to slow down the scabs — the out-of-town workers the company brought in to replace them. The law says union picketers can't block vehicles, but

picketers make a practice of delaying them — 60 seconds each. So cars, pickups and a handful of white shuttle vans with tinted windows cross the line in one-minute intervals.

Soon after the last vehicle crosses the picket line, some of

Turn to Page 18

Letter Carriers Branch 82 celebrates 125 years of union

National Association of Letter Carriers Branch 82 celebrated its 125th anniversary on Dec. 2 with a party at its union hall at 5365 NE 42nd Ave., Portland. The hall is named in honor of treasurer emeritus Erwin "Bud" Strohl.

Branch 82 is NALC's largest local in Oregon with 1,394 members covering the greater Portland metropolitan area, from St. Helens to Troutdale to McMinnville. The union has 539 retirees (66 hold gold cards for more than 50 years of membership), as well as a Ladies' Auxiliary, which was created in 1905. Interestingly, the Auxiliary initially was formed to circumvent an order by President Theodore Roosevelt in January 1902 (known



REMINISCING: Retired Letter Carrier Dave McGann looks at an old photograph of himself as a child with his grandfather — Portland Letter Carrier Kinard Irving Dixon. The picture was taken in the late 1940s at Southeast 104th and Harold. McGann worked for the Post Office for 44 years, delivering mail out of the Kenton Post Office for 17 years, and the St. Johns Post Office for 27 years. After retiring in 2005, he became a volunteer for Meals on Wheels, where he delivers meals to senior citizens every day of the week.

as the Gag Rules) that forbade all postal and federal employees from "directly or indirectly, individually or through associations," soliciting members of Congress. Branch 82 was the

first to create an auxiliary — Auxiliary #1 — so that the wives could take legislative action that the members themselves could not. The Gag Rules were rescinded in 1912.

To celebrate the 125th anniversary, active letter carriers, retired letter carriers, union officers, two former Branch 82

Turn to Page 10

Turn to Page 6